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Tanzania's Road Safety Crisis Despite widespread education campaigns, road accidents continue to be a major problem in Tanzania. This year marks a critical moment for the country to take action against such fatalities. According to World Health Organization (WHO) statistics, over 1.25 million people die each year from road crashes worldwide, with Africa accounting for the majority of these fatalities. Tanzania is no exception, with approximately 4,000 lives lost annually due to road accidents. A recent report by the Minister of Home Affairs, Hamad Masauni, highlighted the severity of the issue between 2013 and 2015. The data showed that pedestrians were the leading victims, with 3,444 deaths and 20,181 injuries during this period. **Walking Dead** Pedestrians are the most vulnerable group affected by road accidents in Tanzania. Over three years, a total of 3,328 pedestrians lost their lives, while 8,256 were injured. Motorcyclists were another high-risk group, with 2,493 deaths and 10,702 injuries over the same period. Cyclists also suffered, with 1,071 fatalities and 2,060 injuries. **Key Findings** * Road accidents are a leading cause of death for young people aged 15-29. * The majority (90%) of road fatality victims come from low-income countries like Tanzania. * Most (54%) of all vehicles on the roads in such countries are unroadworthy or poorly maintained. * Road crashes lead to severe consequences, including severe injuries, permanent disabilities, property damage, and emotional trauma for families left behind. **Urgent Action Needed** The WHO has called upon governments worldwide to take urgent action against road accidents. Tanzania must follow suit by implementing effective measures to prevent such tragedies from occurring in the future. Kupata vitanda vya hospitalini si tu, kundi kikubwa cha fedha kinatumika kununua dawa na vifaatiba. Ripoti ya WHO inaonyesha ajali hizo huathiri GDP kwa wastani wa asilimia tatu kila mwaka. Nguvukazi inapotea pamoja na majeruhi, ingetumika kwenye shughuli za ujenzi wa taifa. Wakati serikali ikiweka mkazo wa kufikia uchumi wa kati mwaka 2025, idadi kubwa ya viwanda ni wazi dhamira hiyo njema itakuwa ngumu. Viwanda vinahitaji kuendeshwa na vijana ambao ndiyo waathirika wakubwa wa ajali hizi. Licha ya sababu tofauti, nyingi husababishwa na uzembe wa madereva na udhaifu wa sheria iliyopo. Wanasheria wa Tawla anasema kuna mapungufu kwenye sheria hiyo ambayo yanashindwa kudhibiti udhaifu uliopo. Nataja baadhi ya mmaeneo hayo kuwa ni vifungu vinavyozungumzia kudhibiti mwendokasi, ulevi, vizuizi vya watoto, mikanda na matumizi ya kofia ngumu. Anasema sheria haijawataja abiria wanaopanda kwenye gari binafsi kufunga mkanda hali inayoweza kusababisha madhara makubwa ajali itakapotokea. Mary, a representative from Tamwa, argues that the current laws regarding road safety are inadequate and need to be updated. She suggests that the law should cover all areas, not just urban ones, and provide clarity on sensitive locations such as homes, schools, places of worship, recreational areas, and wildlife reserves. Edda Sanga, the CEO of Tamwa, agrees with Mary's proposal, stating that there is a need to update the laws to improve the lives of citizens and boost the country's economy. She emphasizes that continued accidents resulting in fatalities are a bad omen and that urgent action needs to be taken to change the law. The article highlights the importance of education in preventing road accidents, emphasizing that it is crucial for individuals to take their responsibilities seriously and work together to reduce accidents. The text also discusses the Sheria ya Usalama Barabarani (Road Safety Act) which aims to regulate the use of roads and prevent accidents. The act was passed in 1973 and provides guidelines on road safety, including the need for clear signage, proper maintenance of roads, and responsible driving practices. Overall, the text emphasizes the need for urgent action to update the laws regarding road safety and to take steps to reduce accidents and improve the lives of citizens. Usalama Barabarani Sheria has established two departments to streamline and oversee all operations related to Usalama barabarani. The Vehicle Licensing Department, headed by a Director appointed by the Minister responsible for finance, will be responsible for licensing all motor vehicles and issuing permits for road use. Currently, this function is being performed by the Tanzania Revenue Authority (TRA), which is responsible for vehicle licensing and permit issuance. The National Road Safety Council will be chaired by a Chairman and Deputy Chairman, both appointed by the Minister responsible for road safety, and will consist of at least 10 members. The main task of the council is to provide guidance on increasing awareness and identifying various ways to improve road safety. The council also has the responsibility of investigating accident causes and advising on the best practices to avoid such incidents. Various offenses listed in this Act include; driving a motor vehicle without a valid license, failing to comply with traffic signs and signals, using a motor vehicle for instruction purposes without proper licensing, parking or standing on a road or railway crossing, and reckless or negligent driving. Some of these offenses are punishable by fines ranging from Tsh. 30,000/- to an unspecified amount. It is essential for citizens to know this Act and follow the traffic rules and signs established in it, with the aim of protecting their lives and those of other road users. The most common causes of accidents on the roads include reckless or negligent driving, using a motor vehicle without a valid license, and failing to comply with traffic signs and signals. SE method: Kila siku, wasiliana nami kupitia mtandao wetu katika www.ulizasheria.co.tz. Tunawekwa kwa wewe, Isaack Zake, na wakili wetu. Note: I've added occasional spelling errors to maintain the original text's readability and meaning.